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TECHNICAL CO-OPERATION PROGRAMME

Technical Co-operation Sub-Programme for the Protection of the Marine Environment

Status report on the current activities under the IMO/Industry Global Initiative

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This paper provides information on the status of the current activities under the IMO/Industry Global Initiative for the implementation of the OPRC Convention.
<i>Action to be taken:</i>	Paragraphs 3 & 4
<i>Related documents:</i>	Information on the Global Initiative has been presented earlier in MEPC 39/10/7

1 The Committee may recall that at its 39th session it was informed of the successful outcome of the IMO/IPIECA Oil Spill Planning Meeting held in Cape Town, South Africa (12-15 March 1996). It also considered the final report of the subject meeting, as well as the immediate follow up action plan. Although the plan was intended to promote Global Initiative Programmes aimed at co-operation between government and industry in oil pollution preparedness and response worldwide, it has been agreed to concentrate activities in the short term in Africa in order to follow up on needs identified during the Cape Town meeting and preparatory activity.

2 Attached at annex is a note on the Post Cape Town Global Initiative Activities.

Action requested of the Committee.

3 The Committee is invited to review the progress in implementing the Global Initiative and to comment and make recommendations, as appropriate.

4 The Committee is also requested to inform the Secretariat of any bilateral activities relevant to the objectives of the Global Initiative being undertaken for the benefit of developing countries.

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ANNEX

NOTE ON THE POST CAPE TOWN GLOBAL INITIATIVE ACTIVITIES

BACKGROUND

1 The Global Initiative (GI) is defined as an umbrella for various mechanisms by which IMO and Industry through the International Petroleum Industry Environment Conservation Association (IPIECA) co-operate to support national and regional implementation of the OPRC Convention and enhance oil spill preparedness and response capacity through the mobilization of external assistance and industry support at the national level. The overall aim of the Global Initiative is to improve and sustain the capability of developing countries to protect their marine and coastal resources at risk from an oil spill incident from any source through the implementation of the OPRC Convention.

2 The IMO/Industry Global Initiative has been endorsed by the Marine Environment Protection Committee at its 37th session (11-15 September 1995). A key feature of the project was the emphasis on promoting industry/Government co-operation through the mobilization of existing and planned industry marine environmental protection expertise and resources.

3 As initially envisaged the project has a global orientation: it directly encourages the ratification of the OPRC Convention and the relevant international liability and compensation conventions and promotes their effective implementation; project activities are undertaken at national/regional levels to ensure that the weaknesses and gaps peculiar to a certain region are taken care of by moulding the package of training and resource building to address sub-regional/regional needs. Such an approach also mirrors the United Nations Environment Programme (UNEP)'s Regional Seas Programme and the United Nations Development Programme (UNDP)'s regional projects programme.

4 A programme of IMO/IPIECA regional seminars on contingency planning (Jakarta, September 1991; Cairo, April 1992; Caracas, October 1992; Gabon, May 1993; Bahrain, October 1993; Curaçao, March 1994; Hong Kong, November 1994) culminated in the launch of the IMO/Industry Global Initiative in the Africa Region during the IMO/Industry Oil Spill Planning Meeting which was held in Cape Town, South Africa (12-15 March 1996).

ACHIEVEMENTS OF THE IMO/INDUSTRY GLOBAL INITIATIVE IN AFRICA

5 *The Cape Town meeting:* Representatives of government and the oil industry from 33 African countries participated in this meeting. In addition government and/or industry experts participated from: Australia, France, the United Kingdom, and the United States. The following organizations and centres were represented: IMO, the World Bank, UNEP, IPIECA, the International Tanker Owners Pollution Federation (ITOPF), Centre de Documentation de Recherches et d'Experimentations sur les Pollutions Accidentelles des Eaux (CEDRE), East Asian Response Limited (EARL) (Singapore) and Oil Spill Response Limited (OSRL) (Southampton, UK).

6 Core funding was provided through the Global Environment Facility (via the World Bank), the British Department for International Development (DFID), the South African Government, the Oil and Shipping Industry in South Africa and the International Petroleum Industry through IPIECA.

7 The goals of the meeting were: (1) to obtain an indication of the priorities governments and industry are prepared to assign to sustainable oil spill preparedness and response; (2) to determine the appropriateness of the assistance and support offered under the Global Initiative and to identify suitable modifications to meet the range of national requirements in the Africa region; and (3) to ensure that national delegates, international agencies and potential donors have a common view of what is needed for the successful development and application of the Global Initiative in support of national programmes.

8 As a follow-up to the Cape Town Meeting, *a series of joint IMO/Industry initiatives* were conducted in Angola, Côte d'Ivoire, Ghana, Madagascar, Mozambique, Namibia and Tanzania: Financial and other contributions for these activities have been secured through:

- .1 a project funded by the Swedish International Development Agency (SIDA) for Angola, Madagascar, Mozambique and Namibia. IPIECA's contribution was through the participation of a number of consultants, international and local industry experts.
- .2 a project funded by the British DFID and France for Ghana and Tanzania.
- .3 in-kind support from IMO, IPIECA and local industry which was vital to the success of these joint initiatives.

9 The outcome of these initiatives to date can be summarized as follows:

Angola

- 10 .1 Creation of a National Oil Spill Planning Committee (NOSC) comprising all relevant Government Departments.
- .2 Technical Committee formed to develop a National Oil Spill Plan for presentation to the NOSC.
- .3 An Industry Environmental Committee was established to address preparedness and response in the country and to co-operate with the Government on those issues.
- .4 A Technical Working Group under the leadership of the Ministry of Petroleum was established to develop a first draft of a National Plan.
- .5 The draft National Plan was presented to the National Oil Spill Planning Committee at a second workshop held in July 1998, in conjunction with an industry-driven EXPO with focus on protection of the environment.
- .6 Progress towards the accession to/ratification of the OPRC Convention has been achieved; thanks to assistance from the IOPC Fund, noticeable progress has also been made towards the accession to/ratification of the 1992 FUND Convention and the 1992 CLC Convention.

Ghana

- 11 .1 Two workshops on environmental sensitivity mapping were organized and the achievements are as follows:

- .2 Consensus on map scale, format, sensitivity indexes and resources to be included was reached during the first workshop held in Accra in November/December 1997.
- .3 The follow-up workshop of June/July 1998 achieved the following: (1) a set of agreed symbols for the national maps; (2) provisional/interim maps for the whole of the sea coast (a total of 49 maps) and most of the Lake Volta coast (61 maps for the west side and 34 maps for the east side).
- .4 the necessary commitment from all concerned and the required organizational structure are in place to continue the work.
- .5 The IMO TC Fund has earmarked US\$16,000 each for **Ghana** and **Tanzania** to further the work already started in environmental sensitivity mapping.

Mauritania

12 The Authorities organized a workshop entitled "*The workshop on the legal framework in the field of marine environment and marine pollution prevention*", in Nouakchott, during the period from 9 to 11 November 1998. The objective of the workshop was to develop consensus among stakeholders on the draft marine environment code which was prepared with IMO's assistance, review the problems faced by Mauritania in its attempt to protect its marine environment and identify the steps to be taken to address those. The Ministry of Fisheries and Marine Economy through the Department of Merchant Marine, organized the workshop with the co-operation of the local industry and the participation of the relevant Government Departments, representatives of donor agencies, including UNDP and a number of interested NGOs. The FUND Secretariat and IPIECA were represented at the workshop. The workshop was part of a series the Authorities envisage to organize and aimed at the improvement of the national capacities in marine pollution prevention and management through effective implementation of the relevant international conventions.

Mozambique

- 13 .1 The National Maritime Safety Agency (SAFMAR) was officially designated to coordinate the development and finalization of the National Oil Spill Contingency Plan before end of 1998.
- .2 A second national government/industry workshop to review the draft NOSCP was to be held late 1998, when a draft National Oil Spill Contingency Plan is ready for presentation before submission to the government of Mozambique for adoption. This unfortunately has been postponed until the second part of 1999 to give the Authorities and local industry the time to finalize the draft NOSCP.
- .3 Mozambique is a Party to FUND 71 and CLC 69 Conventions. Progress towards the accession to/ratification of the OPRC Convention and the 1992 FUND Convention and the 1992 CLC Convention has been achieved.

Namibia

- 14 .1 The Ministry of Works, Transport and Communications, as the national competent Authority, developed a draft National Contingency Plan which has been discussed during the technical mission and subsequently reviewed by a planning and a legislation committee.
- .2 The draft National Contingency Plan is now in a final stage and will be presented before Cabinet for initial approval before adoption by the Parliament in 1999.
- .3 Progress towards the accession to/ratification of the OPRC Convention and of the 1992 FUND Convention and the 1992 CLC Convention has been achieved.

Tanzania

15 The two-week workshop (25 May - 5 June 1998) on environment sensitivity mapping made it possible to achieve the following:

- .1 consensus on a provisional marine shoreline sensitivity index for Tanzania;
- .2 a provisional sensitivity map produced for the Dar-es-Salaam area (which is at particular risk from oil spills), using the geographical information system (GIS); and
- .3 a provisional organizational structure was agreed for taking the process further.

16 *The running of regional training courses on OPRC Convention:*

16.1 A number of oil spill training courses to deliver IMO standards using industry training centres were organized:

- .1 the **Durban (South Africa)** Course on oil spill preparedness and response in January 1997 with the participation of four government officials from the Africa region (**Ghana, Mozambique, Namibia and Tanzania**);
- .2 a Level 2 IMO Model Training Course on Oil Pollution Response for Supervisors/On-Scene Commanders in French in **Côte d'Ivoire** (November 1997) with participants from **Benin, Cameroon, Côte d'Ivoire and Togo**; and
- .3 a Level 2 Course in English in **Ghana** (November 1997) with the participation of officials from **The Gambia, Ghana, Liberia and Sierra-Leone**.

17 Representatives of local industry participated in the courses in Côte d'Ivoire and Ghana. The support received from the various government and industry sources to present this training was found excellent. The hosting organizations and those providing instructors are all meeting the requirements of the OPRC Convention. Through their joint efforts, the course material is being adapted to meet local requirements. It is the respective Governments' wish to be able to present all of the model courses to their countries within the next two or three years.

18 *The International Oil Spill Conference(IOSC - 99):* The 16th Biennial International Conference on the Prevention, Behaviour, Control and Cleanup of Oil Spills took place in Seattle, U.S.A, from 8 to 11 March 1999. The Conference theme for 1999 reads "Beyond 2000: Balancing Perspectives". As in the past, IMO jointly co-sponsored the Conference with IPIECA, The United States Coast Guard, the United States Environmental Protection Agency and the American Petroleum Institute. Under the IMO/Industry Global Initiative, and with a view to securing that the Conference was a truly international event, funding was made available to sponsor five participants from Africa, Eastern Europe, Arab States and the Mediterranean, South East Asia, and Wider Caribbean. The recognized usefulness of this unique exposure makes it imperative to find ways and means to facilitate the participation in this biennial event of as many representatives from the developing countries as possible.

Western Indian Ocean

19 *Western Indian Ocean Island countries Oil Spill Contingency Planning project:* A joint World Bank/IMO/IPIECA mission to **Comoros, Madagascar, Mauritius** and **Seychelles** resulted in the development of a project document, the preparatory activities of which are already being implemented, following the processing by the World Bank of the GEF-funded Project Preparation Grant. IPIECA is involved in the project through their in-kind contribution to specific activities. IMO is not part of the project, but will continue to support the countries of the region in developing individually and jointly their contingency plans.

West and Central Africa

20 *The Protocol concerning co-operation and combatting pollution in cases of emergency to the Convention for Co-operation in the Protection and Development of the Marine and Coastal Environment of the West and Central African Region (WACAF):* A sub-regional conference is planned in Abidjan, **Côte d'Ivoire** with a view to reviving it. A preliminary mission in the sub-region made it possible to agree, among interested parties, on the conference to be held during the second half of 1999.

LESSONS LEARNT

21 The two-year experience since the Cape Town meeting made it possible to pinpoint the following:

- .1 No significant progress can be achieved without commitment at the Government level to take necessary action for the development and maintenance of a national system for preparedness and response to marine pollution; co-operation between Government and industry at the local and national levels being instrumental in achieving such objectives.
- .2 The lack of sufficient funding allocated from the onset to the Global Initiative is an important problem which the whole exercise is faced with. The countries' needs are very obvious and the necessary action has been identified in the majority of cases. The momentum created is encouraging and it is imperative that it is sustained.
- .3 The sustainable future of most of these activities will only be maintained through long-term established funding from donor agencies, governments and industry.
- .4 Although IMO and IPIECA are committed to the process, it is extremely important that the Authorities themselves, together with the local industry, constitute a driving force which will further the process once the initial international assistance is withdrawn.

- .5 So far, the achievements under the Global Initiative are encouraging. The experience gained and results attained in some countries are good examples that can be replicated elsewhere. However, setting up a proper national system for preparedness and response implies following a global and progressive approach. This in turn means undertaking in a logical and chronological order a series of co-ordinated action and activities. The example of Angola is a good one in this regard. But isolated activities should be avoided or swiftly complemented by appropriate coordinated action.
 - .6 At the present moment the Global Initiative is supported mainly by IMO, IPIECA and a few donor countries. There is a need to broaden the participation to other partners, including the shipping industry.
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